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"The Utmost in Cigarettes."

Plain end or Cork tip

People of culture, refinement and
education invariably prefer
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proposal has been made to establish an eight-hour day.

"The result of the acceptance of the President's proposal would be:

"1. Absolutely no change in the length of the work day.

"2. An increase in wages of more than \$50,000,000 a year to about four-fifths of the train employees, or less than one-seventh of all the railroad employees.

"In other words an unfair wage preference would be granted without investigation and under threat of a national strike to one man in seven in the railroad service."

Arrivals this morning swelled the list of railway executives called by President Wilson to about fifty. With the exception of several more who are expected to-morrow, it is probable that no more will come. The whole group went into meeting immediately after they arrived.

Word was sent to the White House that the executives were ready to meet the President and to discuss the matter at a conference. The morning session was closed in secrecy, as usual, but it was ascertained that there had been absolutely no change in the situation as far as the railroads were concerned.

Decide to Stand Pat.

The discussion was general, but it was decided by all of those present at the time that the companies simply had to stand pat. They agreed that they were right in their fight for arbitration, and some went so far as to say that the President had put his head in a bear trap by trying to please both sides and still avoid a calamity.

When the meeting adjourned for lunch it was presided over by the leading railway presidents of the East. "We are not going up there to argue. We are just going to listen."

They did listen, and they heard the President plead with them for nearly half an hour. Nothing was said from the other side of the room except what was necessitated by the mere formalities of introduction and leave taking.

When the executives came out, Hale Holden, president of the Chicago, Burlington & Quincy, said:

"President Wilson merely explained to the men who had just come what his proposition was. We would not attempt to discuss it with them without their understanding from him his own understanding of his proposal. Now we are going back to the hotel to think about it. We back to the hotel to think about it. I don't know, but it may be to-morrow. That is all I can say."

It was learned later, however, that the President had been pictured to the conditions impending in this country upon the conclusion of the European war. He impressed upon them the country must be able to meet the exigencies of new world conditions. Accommodation, he added, are necessary parts of the movement for adequate national defense. "For," he said, "our great national resources could not be made available or mobilized in this emergency as a necessary part of the national defense unless the railroads are made serviceable instrumentalities for supporting any plan of national preparedness."

Plea for National Defence.

The President declared that the business and economical interests of the country must be brought together into one harmonious whole in order that the country might be able to meet the exigencies of new world conditions. Accommodation, he added, are necessary parts of the movement for adequate national defense. "For," he said, "our great national resources could not be made available or mobilized in this emergency as a necessary part of the national defense unless the railroads are made serviceable instrumentalities for supporting any plan of national preparedness."

Many of those who are familiar with the progress of the controversy saw indications that the railroad executives as yet seem to be unanimous for retaining the status quo. The most potent reason would appear to be their decision to-night to enter into a discussion of modifications of the plan. It is extremely doubtful whether the executives are ready to move to accomplish anything more than the President has accomplished thus far. In this connection it must be realized that the four brotherhoods have already accepted the Wilson proposal, considering that in so doing

they are making great sacrifices and that any change in the plan would most certainly be opposed by the delegates.

To Work Out New Plan.

The general plan mapped out by the executives provides for a small group of them to get together and put the President's proposition and their own case in juxtaposition, so that something approaching a more specific plan may be evolved. It is said to-night that all the features of the President's plan will be subjected to this treatment by the railroad heads. The principal part of the plan that would seem to be open to the railroads' objection concerns the commission that the President proposes to have to examine the merits of the railroad heads. The principal part of the plan that would seem to be open to the railroads' objection concerns the commission that the President proposes to have to examine the merits of the railroad heads.

The executives are not one on this proposition. They will have half a dozen methods at least before them when they sit down "with their coats off" to tackle the problem. One method that is being considered is the Canadian arbitration system, which provides for a board to step into controversies and investigate the differences, while both sides hold off for a year. One thing is certain to-night, that as far as can be learned, nothing definite has shown itself in the minds of the railroad heads as a group. And one of the presidents said he expected the negotiations to be long drawn out; that he had sent home to-day for more clothes.

A few of the presidents appeared to be annoyed because they had to come to Washington at all. F. D. Underwood, president of the Erie, one of the old timers in railroading, deserted the conference and went in search of an alpaca coat. He had prepared his way about the hotel lobby in his shirt sleeves during the morning, finally obtaining a lady fan from an equally perspiring man.

When he came from the conference this afternoon he had this to say:

"I haven't been at the White House to-day, and I haven't taken any part in the conference upstairs. It's too cussed hot. Now I'm going out to find an alpaca coat."

Louis W. Hill, president of the Great Northern, one of the leading railroad executives in the country, walked into the lobby of the New Willard this morning and said:

"Well, if it was my road alone, I'd know what to do. But, inasmuch as there are many of us, I guess we'll have to talk it over."

Ripley Grows Sarcastic.

E. P. Ripley, president of the Atchafalaya, Toledo & Santa Fe, the road which the unions had pulled to get into the present movement, was more explicit in his greeting to the newspaper correspondents.

All he wanted to say for the time being was: "Ain't this a hell of a hot mess, anyhow?"

Meanwhile telegrams urging President Wilson not to forsake arbitration on service is the property of the public. Land grants and franchises were given with that implied understanding. The American people are committed to and believe in the principle of arbitration and public welfare demands that this principle be preserved where differences between the railroad employees and the managers involve so serious an issue as transportation service to the public and cannot be mutually adjusted. The public will and does insist on both sides submitting to arbitration.

A large delegation of the four unions visited the Capitol to-day and called upon many of the Senators and Representatives. Every one who knew about the visit immediately construed it in connection with the controversy and to head off compulsory arbitration.

Some of the union leaders said, after they had talked with their local Congressmen, that such a bill would have no chance of passing Congress.

The Capitol hummed with discussion of possible measures that Congress might take.

"It couldn't very well," said the Mayor. "He would be in jail."

Then the discussion swung to twenty-eight men discharged for alleged failure to turn in fare, two discharged for drunkenness, two for insubordination and two for failing to report for duty. These men, Mr. Hedley insisted, were proper subjects for the company's discipline. The Mayor thought, could be easily adjusted. The question of the company forming its own organization to rival the union was then taken up.

Union Agrees to Arbitrate.

Mr. Shonts, who had allowed Mr. Hedley to do most of the talking on the question of the fourteen men, insisted that on this the position of the company was correct and that it had an absolute and unquestionable right to insist its employees in forming any kind of organization, provided it did not use compulsion. This right, the company men argued, could not be waived or amended, nor could any meaning be read into the original peace treaty.

This ended the discussion and the labor men were again sent for. They were told the Mayor would be satisfied if the fourteen men were reinstated, but that the cases of the thirty-four seemed to be in a different class and ought to be arbitrated.

"That all right," said Fitzgerald. "If men have been stealing we don't want them, but the company has got to prove its case. We don't want any drunks about, either. So far as insubordination is concerned, there probably

might take to avert a strike, in the event that the President fails to effect a settlement. One bill contemplated would provide for an eight-hour maximum working day and the submission of all other collateral issues to arbitration. Other plans suggested include giving the President power temporarily to operate the roads, and again to empower the Interstate Commerce Commission to fix wages, as well as rates. Such a measure would have the support of the railroads.

Members of the conference committee of managers pointed out to-day that the President's declarations about eight-hour basic working days being sanctioned by the judgment of society and conceded by the whole economic movement of the time were contradicted by a popular vote in California in 1914, when the eight-hour principle in general application was defeated by a two to one vote.

On the question of the brotherhoods changing front on arbitration since the Newlands act was passed, Austin B. Garretson, their spokesman, said to-day:

"The railroad brotherhoods subscribe to the principle of arbitration. They object to it in the present instance on application of the principle, as the present case is one in which the men feel that they could not get justice by arbitration."

Mexican Workmen in U. S.

Urged Not to Join R. R. Strike

Mexico City, Aug. 21.—General Candido Aguilar, Minister of Foreign Affairs, issued a circular to-day to all Mexican consuls in the United States, instructing them to urge all Mexican employees of American railroads to take no part in any strike.

The idea expressed is that they preserve neutrality, although no effort is made in the circular to urge Mexicans to remain at work as strikebreakers.

R. R. Controversy Stirs

Bay State Employers

Worcester, Mass., Aug. 21.—At a joint conference this afternoon of members of the Employers' Association of Worcester County and the Worcester branch, National Metal Trades Association, President John W. Harrington of the former organization was authorized to send the following message to the President:

"To President Woodrow Wilson, White House, Washington, D. C.

"Are we correct in our understanding that your plan for the settlement of the present railroad controversy is to have the railroad men from a ten-hour to an eight-hour day, is equivalent to a raise in the hourly rate of wages of 25 per cent?"

"Your reply will answer a question asked here, because of its importance bearing upon New England freight rates and ultimately upon New England industries."

Congress for Arbitration.

"Arbitration is urged by Congress as a final method for settling controversies as to both hours and wages on the railroads. The act of March 3, 1913, was enacted by unanimous request of the four railroad brotherhoods and representatives of the railroads. And yet the leaders who urged this law now take the position that a question of hours is beyond arbitration."

"But wages, not hours, are involved in these demands. No proposal has been made to establish an eight-hour work day. The demand is for an eight-hour pay basis, and the employees have emphatically made it known that they do not want eight hours' work for eight hours' pay—a real eight-hour day."

A simple illustration will suffice to show how the eight-hour basis of pay would work out. Take, for example, a freight employee paid 5 cents a mile with a day's guarantee of \$5 for 100 miles of ten hours or less. If 100 miles is made this guarantee the same for eight hours or less. On a freight run of, say, only sixty miles in ten hours, he earns \$5 for his time. It is now proposed that for the first eight hours, a total of \$6.25, increasing his pay 25 per cent.

"If by reason of traffic delays he is held idle on more than eight hours, he does not complete his trip until the end of twelve hours, he now is paid \$6 for his time, no matter how little work he performs. The demand is to pay him \$7.50 for this twelve-hour service."

How Pay Jumps Up.

"Meanwhile the employees would continue to have the same opportunities as now to make still larger pay on mileage basis. For example, the man on a five-cent-a-mile rate, making, say, 150 miles in only seven hours, earns \$7.50 for his day's work. If after this he is called for a short period of emergency work—say, on the Fort-eighth Street line, he would be paid \$12.50, making \$12.50 in this example for only nine hours' service."

Many other schedule provisions increased the wages of these well paid men without increase in their hours of service. It is because of these opportunities to take pay under mileage or arbitrary rules that their yearly earnings are so far beyond those of the workers charged with no less responsible duties."

"The proposal from the President now before the railroads, is: 'The actual work to be done cannot be completed within eight hours,' to quote the President's words.

"The result of the acceptance of this proposal would be:

"First—No change in the length of the work day.

"Second—An increase in wages of

immediately thereafter are to be considered in a class by themselves, and not to be taken as precedents in dealing with similar cases hereafter."

JOHN PURKEY MITCHELL, Mayor.

The Mayor said both sides signed his statement and that it alone constituted their formal agreement. He said there was some difficulty in reaching the agreement, but "nothing serious."

Trouble Over, Says Mitchell.

"Do you expect any further trouble?" the Mayor was asked.

"I do not. I am going to Plattsburg at 9:30 to-night, and I am not coming back until September 8. I have been trying to get Mayor Shonts to stop his returning here. I'm too bad he should have a long, hard trip for nothing."

Leaving the Mayor's office, Mr. Shonts was smiling. He said the Mayor would explain everything.

"Boys, there won't be any strike, the fourteen men are going back to work, and I think that's about all," he added.

"Don't you gentlemen let me have a picture of you three with Fitzgerald, Fridger and Frayne?" a news photographer asked the company men.

Mr. Hedley jumped aside.

"Not much," said he. "And have it shot all over the country."

Meanwhile, Fitzgerald was having trouble with the Conway committee. Finally he led the men into the Mayor's office.

"I want to be sure the fourteen men are going back to work—that there is no misunderstanding," he said.

"That is right. The men go back to work," said the Mayor, and the doubting ones retired.

Subway Men Organizing.

"Organizing by the company is not important enough to quarrel about—let's talk about the strike," said Fitzgerald to reporters.

"Some victory, isn't it?" a reporter remarked to Hugh Frayne.

"Let's not talk about victory one way or the other," said the agent of the "Journal and Commerce" to the company men. "We are satisfied things have come out as they have and there is no desire to shout about it."

Fitzgerald said the work of organizing by the company was progressing and that it was probable their demands will be ready within twenty-four hours.

"I do not look for any trouble there," he said. "We have the men, and the company knows it."

PUTS WAGE RAISE
AT \$50,000,000

Elisha Lee, of Managers' Committee, Issues Statement for Roads.

HE INSISTS UPON
ARBITRATION PLAN

Figures That Pay Would Be Increased as Much as 25 Per Cent.

(From a Staff Correspondent of The Tribune.)

Washington, Aug. 21.—Elisha S. Lee, speaking for the committee of general managers of railroads who are discussing with President Wilson terms for the settlement of the dispute with the unions, issued the following statement to-night to put the railroads' case before the public:

"That the railroads should grant, under threat of a national strike, a \$50,000,000 wage preference to a small minority of their employees without a hearing before a public tribunal is inconceivable in a democracy like ours."

"All questions at issue—wages, hours, cost, operating conditions—these are submerged by the greater issue: Shall arbitration be abandoned in the settlement of industrial disputes?"

"If we are to throw arbitration into the scrap heap, what hope can there be in America for industrial peace in the future?"

"A nation-wide strike is unthinkable all when the railroads are urged that all matters in dispute be placed before any tribunal constituted by public authority."

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more than \$50,000,000 a year to about four-fifths of the train employees, or less than one-seventh of all railroad employees. If these demands are granted, without investigation and under threat of a national strike, to one man in seven in the railroad service.

"If these wage demands are just, in whole or in part, then a public tribunal, appointed by the President, as we have urged, would speedily so determine."

"The weight of public opinion must determine this issue. We cannot believe that it is the calm judgment of the country that should sacrifice the principle of arbitration in industrial disputes, under a threat to tie up the commerce of the country."

BUSINESS URGES
R.R. ARBITRATION

Merchants' Association and Governors Wire Wilson.

(From a Staff Correspondent of The Tribune.)

Washington, Aug. 21.—William F. Melcher, president of the Merchants' Association of New York, sent the following message to President Wilson to-day:

"The Merchants' Association of New York believes that the pending labor controversy between the railroads and the Bremen. The company had, in fact, prepared plans for such craft even before war was declared, and of late these designs have been objects of renewed interest there."

The design for the smallest boat calls for a submarine of 2,000 tons and that for the largest of 5,000 tons. Vice-President G. C. Davidson of the Electric Boat Company believes not only that the undersea liners will have a great value during the war, but that they can, with the advent of peace, be readily converted into surface liners with a few small changes.

Regular and frequent submarine service between this country and Germany is not only practicable, but thoroughly probable, in Mr. Davidson's opinion, provided the war is long. The Allied blockade is as stringent as a blockade can be made, but the Deutschland ran it, and the Deutschland's feat is within the capabilities of any submarine of equal power and cruising radius.

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